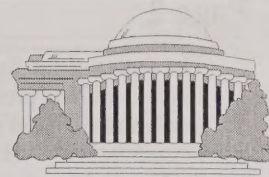


# The Capitol Hill Monitor



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## SECRET SERVICE UNIFORMED DIVISION

by Alan Henney ([alan@henney.com](mailto:alan@henney.com))

Whether you liked Fahrenheit 9/11 or not, Michael Moore has certainly heightened the public awareness of the Secret Service Uniformed Division, one of several police forces unique to Washington.

The majority of the 1,200 Uniformed Division officers are assigned to the White House Branch (WHB), but the other two major Uniformed Division assignments include the Vice President's Residence (VPR) and Foreign Missions Branch (FMB).

The White House Branch guards the White House, executive office buildings, main treasury building, its annex, and sometimes, the Blair House. Uniformed Division only supplements Blair House security when Secret Service protectees stay or visit. The State Department's contract uniformed security force secures the Blair House at all times.

Foreign Missions Branch (FMB) protects embassies and missions in the Washington, D.C. area, regardless of what Michael Moore's film may suggest.

Uniformed Division officers man fixed security posts and patrol on foot, by bicycle, motorcycle and in vehicles. They also help protect the president and vice president and their families, or individuals who have been extended Secret Service protection wherever they may travel.

Duties include operating magnetometers, selected VIP driving assignments, motorcade support, counter-snipers, emergency response team, canine, explosive detection, crime scene search, and special operations elements such as HAMMER.

Hazardous Agent Mitigation Medical Response (HAMMER) is run by the Secret Service Technical Support Division (TSD). A low-profile black HAMMER van, with external biological agent detectors, is sometimes described as part of the ever-growing presidential motorcade.

The Rapid Intervention Safety and Command (RISC) unit, also staffed by Uniformed Division officers, could respond to chemical, biological and radiological threats; fire hazards;

physical entrapments and other life-threatening emergencies using the new fire apparatus at the White House and vice president's mansion.

Most all of the Uniformed Division officers are assigned to Washington, D.C., but travel as required to perform their duties. Some are detailed to Georgia and New Mexico Federal Law Enforcement Training Centers (FLETC) and the Rowley Training Center in Beltsville.

No more Uniformed Division personnel are assigned permanently to New York City. The United Nations has its own police force, sometimes confused with the Uniformed Division. Uniformed Division had stopped its foreign missions patrols in New York City more than 25 years ago.

## HISTORY

The Secret Service Uniformed Division, initially comprised of a few members of the military and the Metropolitan Police Department, began formalized protection of the White House and its grounds in 1860 under the direction of the White House Military Aide.

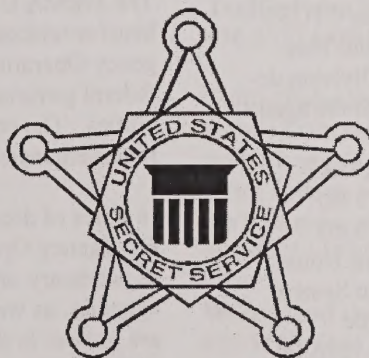
President Warren G. Harding prompted the establishment of the White House Police, which was originally created as a separate and distinct organization. This force became operational on October 1, 1922.

It was not until 1930, after an unknown intruder managed to walk into the White House dining room, that President Herbert Hoover recognized the need for the White House Police and the Secret Service to join forces. President Hoover wanted the Secret Service to exclusively control every aspect of presidential protection; therefore, Congress placed the supervision of the White

House Police under the direction of the Chief of the Secret Service.

The White House Police became the Executive Protective Service on March 19, 1970 and increased its responsibilities to include the protection of diplomatic missions in the Washington, D.C., area.

On December 27, 1974, the Executive Protective Service was mandated to protect the vice president, members of his immediate family and the vice-president's official residence.





The duties of the Executive Protective Service expanded in 1975 to include protection of foreign diplomatic missions located throughout the United States and its territories.

On November 15, 1977, the Executive Protective Service became the United States Secret Service Uniformed Division.

The Treasury Police Force merged into the Secret Service Uniformed Division on October 5, 1986.

### FREQUENCIES

Uniformed Division abandoned the 406-420 MHz band about a year ago, and now the entire Secret Service uses the VHF band. The standard Secret Service channels are available for Uniformed Division use. Uniformed Division also uses additional channels noted below which are unique to its role in Washington, D.C.

The agency's dual-mode radios are pre-programmed to operate in Astro (APCO Project 25 digital) and/or analog modes on each channel. In Astro mode the encryption type is DES-XL, while SecureNet is used for analog encryption. The CTCSS is listed for analog-only channels and for channels which could be used in either Astro or analog modes.

When 170.0 is used digitally, it employs a different "network ID" depending on the channel. A "network ID" is analogous to an Astro version of a CTCSS tone. 170.0 is also used with at least two analog CTCSS tones as noted below.

166.2 is used both digitally and analog with the CTCSS tone shown. It is used at Camp David and at the Vice President's residence. The VP's Uniformed Division detail, however, typically remains on 164.65 with the agents.

#### Uniformed Division Channels, Washington, D.C.

|                   |                                   |
|-------------------|-----------------------------------|
| 162.0750r [Astro] | White House 1 (169.9375 in)       |
| 163.3125r [Astro] | White House 2 (170.4375 in)       |
| 170.0000s [Astro] | White House Admin/Blair House     |
| 164.1750s [CSQ]   | White House Notification System   |
| 166.2000s [103.5] | Vice President's Residence        |
| 162.3125r [Astro] | Foreign Missions 1 (171.7625 in)  |
| 164.4375r [Astro] | Foreign Missions 2 (172.5625 in)  |
| 170.9875s [Astro] | Foreign Missions 3                |
| 170.0000s [127.3] | Inter Ops (Secret Service common) |
| 164.1000s [Astro] | Canine Tac                        |

#### Common Secret Service Channels

|                         |                         |
|-------------------------|-------------------------|
| 165.7875s [103.5/Astro] | Baker                   |
| 165.3750s [103.5]       | Charlie                 |
| 165.2125s [103.5/Astro] | Mike                    |
| 164.6500s [103.5]       | Tango                   |
| 164.8875s [103.5]       | Oscar                   |
| 164.4000s [103.5]       | Papa                    |
| 165.6875s [103.5/Astro] | Washington Field Office |

|                         |                           |
|-------------------------|---------------------------|
| 170.0000s [103.5]       | WFO Alternate             |
| 166.4625s [103.5/Astro] | DHS-Common (was T-Common) |
| 167.0125s [Astro]       | Vice President's Detail   |
| 167.0375s [Astro]       | President's Detail        |

###

## INSIDE THE MARYLAND EMERGENCY MANAGE- MENT AGENCY E.O.C.



The Maryland Emergency Management Agency (MEMA) is responsible for coordinating the state's response to any major emergency or disaster. This includes supporting local governments as needed or requested, and coordinating assistance with the Federal Emergency Management Agency (FEMA).

MEMA is organized within the Maryland Military Department. In an emergency situation MEMA may answer directly to the Governor.

MEMA gets its authority from Article 5 of the Annotated Code of Maryland. This article creates MEMA and authorizes the political subdivisions of the state to create emergency management offices of their own. Article 5 also gives the Governor emergency powers — such as temporarily waiving state laws that may interfere with emergency response operations.

The MEMA staff consists of approximately 40 emergency management professionals.

The MEMA Communications Division maintains a comprehensive telecommunications network between the state Emergency Operations Center (EOC) and local governments, the federal government, various weather services, and other facilities. The entire staff is on-call 24-hours a day during major emergencies.

In times of disaster, the Director of MEMA activates the state Emergency Operations Center to support local governments as necessary or requested. Representatives from various state agencies, as well as private sector and volunteer organizations are present in the EOC. Representatives have the authority to make decisions, allocate resources, and spend monies necessary for emergency response. When the Governor declares a state of emergency, MEMA coordinates efforts with FEMA to request a Presidential Disaster Declaration.

The state's primary EOC is at the Camp Fretterd Military Reservation in Reisterstown. The former and alternate EOC is at MSP's headquarters in Pikesville.

#### EOC Radio Channels:

MEMA's EOC has three Orbacomm consoles with touch-screen displays. These consoles can access these channels:



39.100s [ CSQ ] MSP Statewide  
 39.440s [110.9] MSP Golden Ring  
 39.520s [110.9] MSP Westminster  
 39.620s [110.9] MSP Pikesville  
 47.260s [ 94.8] State Highways Ch.2  
 47.320s [ 94.8] State Highways Ch.1  
 47.420s [ CSQ ] American Red Cross  
 47.500s [ CSQ ] MEMA EOC link, no longer used  
 139.060r [-----] Dept. of the Military  
 141.060s [110.9] Ch.2 Statewide MEMA EOC link  
 143.040r [114.8] Ch.1 Statewide MEMA EOC link  
 151.310r [114.8] DNR Forest, Park & Wildlife Service  
 153.440s [156.7] Calvert Cliffs Nuclear Power Plant  
 154.280s [ CSQ ] Fire Mutual Aid  
 455.750s [-----] Emergency Alerting System  
 866.0125r [156.7] National 800 MHz Calling Ch.

Not all users have 143.04, but it is intended as a link to emergency management agencies within the state. MSP civil defense freqs are 44.74 (medevac ops) and 44.9 (nuclear emg).

#### **Maryland Military Dept. (Maryland NG/ANG)**

139.0600r East Maryland  
 139.5125r West Maryland  
 139.9600r Central Maryland  
 143.2000r Admin & Incident Command

#### **Maryland National Guard Portable Radio**

139.1375s [ CSQ ] Ops 1  
 139.1875s [ CSQ ] Ops 2  
 139.2125s [ CSQ ] Ops 3  
 139.2375s [ CSQ ] Ops 4  
 139.2625s [ CSQ ] Ops 5  
 139.2875s [ CSQ ] Ops 6  
 139.3125s [ CSQ ] Ops 7  
 139.3375s [ CSQ ] Ops 8  
 139.3625s [ CSQ ] Ops 9  
 139.3875s [ CSQ ] Ops 10  
 139.0500r [127.3] Mobile Repeater (143.95 in)  
 139.0500r [127.3] Woodlawn (141.125 in)  
 138.9500r [127.3] Rockville (141.125 in)  
 155.4750s [ CSQ ] National Law Enfo Emg Net

#### **EOC Wire-Line Circuits:**

#### **National Warning System (NAWAS):**

Washington NAWAS (Washington, D.C. area agencies)  
 Maryland NAWAS (all of Maryland counties)  
 Regional NAWAS (all states in FEMA Region III)

#### **EMS-TEL:**

MIEMSS line to Region III (Baltimore area) participants.

#### **Direct Telephone Lines to:**

BGE/Constellation Energy Group  
 Peach Bottom Nuclear Power Plant  
 DC Emergency Management Agency  
 Calvert Cliffs Nuclear Power Plant

Speed dials to: State Highway, Natural Resources Police, MSP HQ duty officer, Aberdeen Proving Grounds EOC, USCG Activities Baltimore, FEMA Region III communications center.

For more information see: <http://www.mema.state.md.us/>

###

## **D.C. TRAFFIC REPORTING**

*by M. Zoomzoom Moonchild*

The traffic reporting industry in Washington, D.C. has become a hodgepodge of constantly changing combination of leased aircraft and providers. Let's look at the current players:

### **Clear Channel**

Clear Channel is the new traffic service in town. The company provides traffic reports for most of the area stations it owns. This includes WTNT, WTEM, WWRC, WASH, WMZQ, WIHT, WBIG and WWDC.

Clear Channel will soon provide traffic reports to its Frederick and Salisbury stations, which it owns, but has still contracted to Metro Networks.

Clear Channel has no aircraft nor mobile units and originates its traffic reports from a studio in Suite 415 at 1801 Rockville Pike in Rockville. Mobile units will hopefully be added in January, but the type of communication they will have with the studio has not yet been determined.

### **Traffic Pulse Networks**

496.8375 (499.8375 in) Passport Trunked (home channel)

Traffic Pulse Networks, better known as *Traffic.com*, has two mobile units and an airplane dubbed *Broadcast 4*. Its D.C. studio is at 8484 Georgia Avenue in Silver Spring. The D.C. office appears to use the above Passport trunked system, but the Baltimore office uses an LTR trunk with home channel on 496.9625 (499.9625 in) with ID's of 0-01-155 and 0-01-152.

### **Westwood One**

455.9125r [141.3] (450.9125 in)

Westwood One is the owner of Metro Networks, Shadow Broadcast Services and SmartRoute Systems. It has had the traffic reporting monopoly for years in Washington. Its traffic-reporting inventory currently includes two aircraft and more than four mobile units. The studios are in Suite 1500 at 8403 Colesville Road in Silver Spring. Westwood One's two aircraft provide remotes for WMAL and WTOP using frequencies licensed by those stations.

**WMAL traffic plane (7 Victor Whiskey):**

161.7000s [192.8]



**WTOP** traffic helicopter (*Chopper 2*):

455.6500s [ CSQ ]

450.3500s [141.3]

## TV HELICOPTERS

**WRC** NBC4

153.0500s [ 331 ]

450.4500s [ 306 ] rarely used

*Chopper 4's* tail number is N543DC. This is an S.N.I.A.S. (American Eurocopter) AS-350B Ecureuil from US Leaseco.

**WTTG** Fox5

161.7300s [ CSQ ] Ch.1

161.7600s [ CSQ ] Ch.2 Rarely used alternate

*SkyFox's* tail number as shown in past promos was N5FX. This would be an Aerospatiale AS350BA leased from the Purwin Company.

**WJLA** ABC7

ABC7 leased a helicopter known as *Chopper 7* for several months. It was not replaced when the contract expired. If a helicopter returns to ABC7, listen for it on WJLA/NewsChannel8's two repeater channels, 450.1125r and 450.2625r, which both use a DCS of 311.

**WUSA** CBS9

450.0875s [141.3]

The tail number for *Sky 9* is N7119U which is a Robinson R44 belonging to Metro Networks Communications. It is operated and controlled by Metro Traffic which also uses it to provide reports to WTOP. The helicopter provides a video downlink to Metro which in-turns feeds it to WUSA. On the Metro Traffic channel (455.9125; 141.3) *Sky 9* is *Chopper 2*.

## Montgomery County

*M-C-10* is the only aircraft run by a D.C. area local government that is exclusively dedicated to traffic reporting. It uses the Traffic Management Center talkgroups, primarily TMC 1 (07056), and sometimes, a police or fire talkgroup for coordination.

## State Highway Traffic Reports

Although they do not communicate with aircraft, both Maryland and Virginia transportation crews share traffic info over their radios. In the D.C. area, Maryland SHA uses its channel 5, 47.2 [94.8], and V-DOT uses ch.36, 47.04 [114.8].

## Common Air-to-Air freqs:

122.7500 All

123.0250 Helicopters

###

**ARINC** YOU WON'T BELIEVE WHAT WE CAN DO.®

by Mike Agner, KA3JJZ

While doing some more updates on the Maryland Airports page hosted at Grove Enterprises, I noticed that the ARINC frequency listing under BWI was badly out of date. I like listening to this band from time to time – particularly when there's bad weather in the area – so I started using my trusty old 895 (and Radiomax software) to start rebuilding that list.

By way of review – ARINC (Aeronautical Radio Inc.) is a company that provides communication services to aircraft companies, airports and businesses (among its many other activities). Their headquarters is right down on Riva Road in Annapolis (that nice big beam they have in the back of one of their wings is a dead giveaway). They are usually found in the 128.825 through 132 MHz band (AM Aircraft), as well as in the 136-137 Mhz area (this range was allocated during the last World Administrative Radio Conference a few years ago), also in the AM mode.

One note; because Reagan, Dulles and BWI (along with Philadelphia and some NJ airports) evidently lie within the same flight path, it's often difficult to know which airport is being called unless the operator explicitly states it. That's why, where known, I try to list the company and associated airport.

Here's the list that I've gotten so far; no official listings were used in identifying these frequencies; these were all ID'ed by listening for company names and flights. Audio recordings were made for most of these to verify their authenticity.

|         |  |
|---------|--|
| 128.825 | Mexicana Air? (in Spanish)   |
| 128.850 | Citrus@LaGuardia   |
| 128.925 | Continental@LaGuardia, Hawker                                      |
| 129.050 | Hawker@Wilkes-Barre, Jetway@Manassas                               |
| 129.075 | Dixie  |
| 129.100 | JetBlue Maintenance  |
| 129.150 | Piedmont Speedbird   |
| 129.175 | 'Blue Streak', Air Shuttle@PHL, Southwest                          |
| 129.200 | American   |
| 129.300 | Blue Ridge@Norfolk, Air Wisc@Allentown                             |
|         | Waterski@Richmond  |
| 129.300 | Air Canada@Reagan  |
| 129.350 | 'Citrus'@PHL, AirTran  |
| 129.400 | Waterski, FedEx via San Francisco radio                            |
| 129.425 | 'Spirit'   |
| 129.450 | Air France, United (PHL ops?), Continental, Southwest, American    |
| 129.475 | Continental (Newark Maint)   |
| 129.500 | Blue Ridge, Delta, Comair v. Atlanta Radio                         |
| 129.550 | Citrus   |
| 129.600 | Comair@Harrisburg, Signature@Morristown                            |
| 129.625 | Independence@Norfolk, Air Wisconsin, Hawthorne ops@Charlottesville |



129.650 Delta  
 129.725 Falcon  
 129.750 Air Shuttle, Allegheny, Chitaugua,  
 Signature@LaGuardia  
 129.775 Piedmont v.Hawthorne ops@Dulles  
 129.800 Waterski, Allegheny, Chitaugua@PHL  
 129.825 Evergreen@Dover, Air Shuttle  
 129.850 American  
 129.875 Continental, AmTran  
 129.900 North American, Citrus  
 129.925 Continental@PHL  
 129.950 Allegheny  
 129.975 Lockheed Martin@Dulles  
 130.000 US Air  
 130.075 Casino Express, Piedmont, Ryan,  
 Air Shuttle, Blue Streak  
 130.100 USAir@PHL  
 130.125 Saudi Air@Dulles, ComAir, Southwest  
 130.150 Waterski, Southwest@Dulles, Air Wisconsin  
 130.175 Spirit@LaGuardia  
 130.200 Air Shuttle  
 130.250 Coast Airlines, Blue Ridge maint@Dulles  
 130.275 Frederick Aviation, Air charter  
 130.350 Northwest  
 130.375 US Air  
 130.400 Atlantic, Falcon@PHL  
 130.500 Continental  
 130.550 'Spirit'  
 130.575 Waterski, Piedmont@Norfolk  
 130.600 Citrus  
 130.625 Waterski  
 130.650 'Reach'  
 130.675 Northwest and Biscayne@HBG  
 130.700 Eagleflight@LaGuardia, Shuttlecraft@Allentown,  
 Blue Ridge@Dulles, US Air, Air Wisconsin  
 130.825 Allegheny  
 130.850 Signature@Newark, Cactus ops@JFK, Dulles  
 130.900 'Comair'  
 130.925 'Air Shuttle'@PHL  
 130.950 'Eagleflight'  
 130.975 Continental  
 131.000 US Air  
 131.025 Atlantic City ops for Comair  
 131.075 AirTran  
 131.100 Comair, Spirit  
 131.150 Falcon  
 131.175 US Air  
 131.200 Continental  
 131.225 Continental  
 131.250 Northeast  
 131.275 Federal Express@LaGuardia  
 131.300 Al Italia, Independence Air  
 131.325 Southwest Maint@Islip  
 131.350 Blue Ridge @ Reagan, Comair  
 131.400 Saudi Air@JFK, Dulles  
 131.425 AirTran@PHL, Jet Aviation@Teterboro  
 131.450 Comair  
 131.500 Continental

131.525 Hawker Air, Million Air@Teterboro,  
 Jet Aviation, Air Jamaica  
 131.575 Lufthansa@Reagan  
 131.600 First Aviation@Teterboro  
 131.625 DHL  
 131.650 Independence Air@Newark  
 131.675 Signature@Dulles  
 131.750 North American  
 131.775 Delta@Dulles  
 131.825 Federal Express  
 131.850 Continental@Reagan  
 131.875 Signature@Dulles  
 131.900 Comair  
 131.925 Federal Express  
 131.950 Eagle @ Hbg/Allentown, Mexicana Air, FedEx,  
 Signature@White Plains NY, Blue Streak,  
 Jet Blue @ JFK

Of course, anything listed as 'Blue Ridge' may well have been taken over by Independence Air.

Here's a list of unknowns; anyone want to venture a guess as to whom uses these? Any help would be appreciated:

129.025, 129.275, 129.525, 130.225, 130.25, 130.325, 130.8, 130.875 JJ Ops?, 131.05 unkn Spanish spkr, 131.475, 131.7 'Amtran?', 136.5, 136.625 and 136.75.

###

## SCANNING COMBAT AIR PATROLS

We receive regular requests for frequencies used by the military and law enforcement aircraft that protect and patrol the airspace in the Washington, D.C. area. Here is a list compiled from several sources. In some cases, the date of reception is noted. All freqs are AM modulation unless noted. Special thanks to Willard Hardman, Ron Perron and three anonymous contributors for their help. More area military air freqs are posted on this Website:

<http://tinyurl.com/49lq5>

These freqs are available online at:

<http://henney.com/chm/files/ARCbackup/>

034.5500 Ravens (FM)  
 041.9500 Ravens A10 (FM)  
 121.5000 Civilian Aircraft Emer (USAF/BICE controllers)  
 123.0250 Wash-Balt area public safety and media helos  
 127.2750 Scary, Brave, Bravo DC ANG 113th FW  
 138.0000 Pitman, Spider, Wild; 178th FS, ND ANG deployed  
 to Langley; Spider and NORAD tankers were  
 monitored here 7/2004  
 138.0250 Pitman, Wild; 119th FS, NJ ANG Atlantic City  
 138.0500 NJ ANG  
 138.1250 NJ ANG  
 138.1500 Tiger, new Shaw F16 calls chit-chat Nov 2004  
 138.2500 NJ ANG 12/16; A10 exercises, Smash 2/2004



|   |  |
|---|--|
| 138.3000 NJ and PA ANG, Bullys 12/16, Ugly ops 6/2004   | 238.8250 1st FW; Air-to-Air exercises 3/15   |
| 138.4250 119th FS, NJ ANG Atlantic City,<br>relaying PIREP to home base 12/9  | 238.9000 Aerial Refueling; AAR discrete for<br>W-386 (see Giant Killer)  |
| 138.4750 119th FS, NJ ANG Atlantic City, DC ANG   | 239.9500 Have-Quick Freq Hopping   |
| 138.5000 PA ANG   | 243.0000 Military Aircraft Emergency   |
| 138.8750 McGuire tankers  | 246.8000 Air to Air  |
| 138.9750 190th-Aerial Refueling Wing (McGuire tankers)  | 248.4000 Ravage, Smash, Surfrider Nov 2004   |
| 139.1500 NORAD; Brave, Bravo, DC ANG; 113th FW,<br>Huntress CAP control   | 252.7750 1st FW, CAP Ingress/Egress 3/15, Banyon 6/2004  |
| 139.3000 NJ ANG   | 252.9250 Have-Quick Freq Hopping   |
| 139.3500 DC ANG SOF, Mad Dog, Ravage, Angry,<br>Bully, Scary 8/22   | 254.2000 NORAD/Huntress  |
| 139.4500 DC ANG, Scary 8/22 and 12/16   | 254.3000 Spider  |
| 139.6250 VA ANG   | 254.6000 Air-to-Air exercises Oct 2004   |
| 139.7250 CAP Activity   | 255.0000 Giant Killer  |
| 139.7500 Gator Shaw AFB F16s  | 255.8000 Huntress  |
| 139.8750 McGuire tankers, 108th-ARW, 514th-AMW  | 257.0750 1st FW  |
| 139.9000 DC ANG 113th FW SOF, Scary 12/16, Mad Dog,<br>Wild, Angry 6/2004; Bully reporting to<br>Watergate on target failures due to weather 12/9   | 257.2500 Have-Quick Freq Hopping   |
| 140.8000 Tiger; new Shaw F16 call Nov 2004  | 260.0000 Huntress  |
| 141.5500 Scary calling SAM control 12/16  | 260.9000 NORAD/Huntress (NY CAP), Banyon 11,<br>Tankers 05,69 1/20   |
| 141.5750 Cobra, NY ANG, 174th FW,<br>138th FS 12/16   | 262.0250 1st FW  |
| 141.6000 VA ANG   | 262.0500 Banyon Ingress/Egress   |
| 141.6250 VA ANG (FM)  | 262.4500 Have-Quick Freq Hopping   |
| 141.7500 ???  | 267.8500 Have-Quick Freq Hopping   |
| 141.8000 PA ANG   | 269.0000 Ravage w/Wheelhouse during<br>12/16 ANG fest  |
| 141.8250 VA ANG, Air to Air 12/9  | 269.2000 Huntress  |
| 141.8500 Air to Air   | 271.0000 Philly CAP  |
| 141.8750 VA ANG, Air to Air 12/9  | 271.9500 Have-Quick Freq Hopping   |
| 142.1750 DC ANG   | 277.6000 NORAD/Huntress Blue 16  |
| 142.3000 MD-NJ ANG Air to Air; landing coordination;<br>problems landing at Andrews due to braking 12/9   | 278.1250 Spider  |
| 143.1500 Langley A10s, Ravage [12/16], Scarys? 8/22; DC<br>ANG, relaying weather reports; Angry 1/2 talking<br>about where to land because Andrews was having<br>problems; Tanker 1 also heard here 12/9. | 278.1750 Spider  |
| 143.8000 Langley AFB F16s or A10s? 12/16;<br>Hill AFB F16s, MD ANG  | 279.7500 Have-Quick Freq Hopping   |
| 143.8250 108th-Aerial Refueling Wing, 305th-AMW/<br>514th-AMW   | 281.6000 NORAD   |
| 148.8750 Gator Shaw AFB F16s  | 282.3000 Spider  |
| 165.2375 BICE Thor (former U.S. Customs) [PL 100.0] (FM)  | 282.4250 BICE "Blue 1" older calls include Hammer<br>(Customs AMOC, March ANGB, CA), Omaha<br>(BICE UH-60, Reagan National), Thor (D.C. area<br>control), Crab Shack (possibly Balto area control) |
| 165.4625 BICE Grd Ops (former U.S. Cust) [PL 100.0] (FM)  | 283.7500 Huntress Blue 01  |
| 225.0000 NORAD  | 284.1500 Have-Quick Freq Hopping   |
| 225.1500 Have-Quick Freq Hopping  | 285.1500 1st FW  |
| 225.8000 Huntress   | 287.6000 Wheelhouse  |
| 228.0000 Aerial Refueling   | 288.3500 NORAD   |
| 228.1750 1st FW, Langley AFB Air to Air   | 288.4000 NORAD/Huntress Blue 19  |
| 228.4500 1st FW   | 288.7000 Huntress  |
| 228.9000 NORAD/Huntress   | 289.0500 Have-Quick Freq Hopping   |
| 233.5250 1st FW   | 289.3000 VA ANG  |
| 234.6000 Huntress   | 291.1500 Scary, Wheelhouse-Pentagon/Watergate<br>confirming targets 12/16  |
| 234.8000 DC ANG; Huntress   | 292.2000 Mussel Control  |
| 235.0500 Have-Quick Freq Hopping  | 292.3000 AWACS training; also Red Air DC ANG 9/9   |
| 235.3500 Aerial Refueling   | 293.5500 Have-Quick Freq Hopping   |
| 237.2000 ???  | 293.6000 Banyon alternate?   |
| 238.1000 Giant Killer   | 294.8750 Pitman, Wild; DC ANG, 113th FW SOF [old freq]   |
|   | 295.4000 Aerial Refueling  |
|   | 295.8000 Aerial Refueling  |
|   | 296.9000 1st FW  |
|   | 298.6500 Have-Quick Freq Hopping   |
|   | 300.1250 Have-Quick Freq Hopping   |





300.3250 Have-Quick Freq Hopping  
 301.0250 Have-Quick Freq Hopping  
 301.1250 Have-Quick Freq Hopping  
 301.3250 Have-Quick Freq Hopping  
 303.0000 Air to Air; Mid-air refueling/  
     Torch Control, McGuire AFB  
 303.2750 Have-Quick Freq Hopping  
 307.2500 Control  
 309.9250 Spider  
 311.0000 Refueling Discrete  
 312.3000 Giant Killer  
 314.4500 Have-Quick Freq Hopping  
 315.8250 Spider  
 315.8500 1st FW  
 318.4000 Refueling Air to Air  
 319.4000 McGuire AFB NJ CP  
 319.7000 Aerial Refueling  
 320.1000 Air to Air  
 320.6000 NORAD, DC CAP booms  
 320.9000 DC CAP AAR  
 324.0000 NORAD/DC CAP common  
 324.9000 Mid-air refueling alternate  
 333.3000 Air to Air  
 336.1000 Aerial Refueling  
 341.7500 Have-Quick Freq Hopping; AWACS  
 341.8000 1st FW, Eagle Ops  
 342.0000 Spiders NORAD Tankers  
 342.5000 NATO Air to Air  
 343.0000 PA ANG  
 349.1500 Air to Air  
 349.7000 Aerial Refueling  
 349.9000 Dover AFB CP  
 350.0000 Giant Killer, DC ANG common 9/9  
 351.8000 DC ANG, 113th FW SOF  
 352.6000 Aerial Refueling  
 355.2000 Refueling Air to Air  
 357.1000 1st FW, Langley AFB Jaws ops  
 358.8500 1st FW; Banyon Crush Langley AFB  
 360.1500 1st FW Air to Air  
 360.3000 Control  
 362.3000 NORAD  
 362.4000 ???  
 364.1250 1st FW  
 364.2000 NORAD AICC Nationwide; AWACS E3s/Huntress  
 370.1000 TACAMO Aircraft  
 372.2000 Andrews/Dover AFB Dispatch  
 373.1000 Blue Air DC ANG 9/9  
 378.1000 Andrews SAM command  
 384.5500 Air to Air  
 385.7000 1st FW



#### CODE NAMES/ USERS/ AGENCIES/ ACRONYMS:

*Banyan*- Florida ANG, Langley AFB (F-15s).  
*BICE*- Bureau of Immigration and Customs Enforcement; now part of Dept of Homeland Security which incorporates former agencies such as Customs and Immigrations. See the Monitoring Times Fed Files column, Sept 2004 p.66.  
*Brave*- DC ANG 113th FW (spec activity, i.e. CAP call sign).

*Crush*- Langley AFB.

*Gator*- Florida ANG, Shaw AFB F16s.

*Giant Killer*- This is the Fleet Area Control & Surveillance Facility on the Va Capes which provides air traffic control services and manages off-shore operating areas and instrumented ranges primarily intended for training purposes.

*Guard Dog*- possibly new CAP area. Also possibly CAP area controller.

*Huntress*- North American Aerospace Defense Command's Northeast Region Air defense Control (www.norad.mil).

*Mussel*- UH-1s from the 1st Helicopter Squadron at Andrews AFB.

*Omaha*- BICE UH-60A Blackhawk.

*Redskins*- Cover-term for Washington, D.C. area CAP which may have been changed to Guard Dog.

*Ross*- Any FBI aircraft.

*Scary*- DC ANG 113th FW.

*Spider*- SOF (probably Langley-based CAPs).

*TACAMO*- Take Charge and Move Out- Navy E-6B Mercury Airborne Command Posts.

*Thor*- BICE D.C. area controller.

*Tiger*- Possibly Shaw AFB A10s (Milcom list 12/22 and 12/23).

*Wheelhouse*- Military Switchboard at the Pentagon.

*Wild*- DC ANG 113th.

#### COMMON ABBREVIATIONS:

*AAR*- Air-to-Air refueling

*AMW*- Aerial Mobility Wing

*ARW*- Aerial Refueling Wing

*Bags*- external fuel tanks (used by F-15s).

*Bingo or Bingo Fuel*- minimum safe amount of fuel to "RTB".

*Boom*- refueling boom/drogue.

*BRA*- Bearing, Range & Azimuth (usually given from bulls-eye reference point).

*Bull's Eye*- geographically designated center point (used for reference).

*Button ##*- preset frequency button on aircraft radios (usually a number from 1-20).

*Chick(s)*- "tanker talk" for fighter receiving fuel.

*Chick(s) in tow*- fighter(s) actually hooked up to tanker refueling boom/drogue.

*Fish Finder*- Aircraft TCAS (collision avoidance system) radar.

*FS/FW*- Fighter Squadron/Wing, also Fixed Wing.

*Have-Quick*- A military frequency hopping anti-jamming radio communication system. Shaw and Seymour Johnson AFB groups use it often for air-to-air comms. Scanner listeners will only hear a syllable or so if they are lucky. Should the pilots disable have-quick, however, any have-quick channel can be used "conventionally" and scanners will receive those conversations as usual. When have-quick is enabled, the radios transmit a timing signal on the NET activation freq to the other aircraft. The timing signal is typically transmitted on 341.75.

*MARSA*- Military Assumes Responsibility for Spacing (distance between aircraft in a flight).



Nose "cold"- Fighter weapons in safe mode (usually noted before refueling).

Nose "hot"- Fighter weapons armed.

NVG- Night-vision goggles.

Play Time- amount of time left on mission before "RTB".

Push ##- Any preset radio freq., also see "button".

RTB- Return to base. Often designated by a code word.

SAM- Special Air Mission aircraft provide transportation for the president, vice president, cabinet, Congress, and other high-ranking American and foreign dignitaries.

SATCOM- Satellite communications.

SOF-Supervisor of flying, or "Foxtrot," is the deputy commander for operations' representative on the flightline. SOF duties include ensuring aircraft depart on time, making sure aircraft are correctly configured for take-off, coordinating between the aircrews and the wing command post, and monitoring aircraft in the flying area.

Track ####- track of target on AWACS radar.

Uniform- UHF frequency (225-380 MHz AM mode).

Victor- VHF freqs (118-136 & 138-144 MHz AM mode).

Wings feeding/tanks feeding- External fuel tanks used by F-16s.

###

## 380 MHz TRUNKING TAKES OFF IN WASHINGTON

Many Washington, D.C. area Defense Department agencies plan to scrap their existing radio systems and make the pilgrimage to 380 MHz band Project 25 (P25) trunked systems to meet a 2008 deadline.

Walter Reed Army Medical Center, which has planned a new radio system for years, became the first DoD agency to activate a trunked system in Washington's 380 MHz band a couple months ago.

Probably the best promoted 380 MHz system is the Army's "National Capital Region" network being built by M/A-Com and General Dynamics. Not only does NCR promise to be M/A-Com's first P25 trunked system, but it will be the first DoD P25 trunked IP communication system.

See: <http://tinyurl.com/6b99u>

The NCR system will link 10 Army installations using between 10 and 12 sites offering coverage in parts of Washington, D.C., Maryland, Virginia, Pennsylvania and New Jersey.

Other agencies are expected to join NCR. These agencies could rely entirely on NCR for radio communication or retain their own local infrastructure and connect to NCR for coordination and wide-area coverage.

Although an Army facility, Walter Reed is not part of the NCR system which is M/A-Com. Data decoded from the Walter Reed control channel suggests it is a Motorola system

(which transmits a manufacturer's ID number of 90). No infrastructure standards exist as of yet to connect a Motorola network to a M/A-Com network at the network level.

NCR is not expected to be entirely encrypted. But encrypted talkgroups will use the Advanced Encryption Standard (AES) since NIST has called for DES to be decertified.

A second unpublicized wide-area DoD trunked system similar to NCR is also under construction in the 380 MHz band. You may hear testing on several frequencies in the 380 MHz band from either system.

Other P25 systems will soon come online in the area. Bolling and Andrews Air Force bases, as well as the Naval District of Washington may move to one of the wide-area systems, or a similar 380 MHz system this coming year.

At least one of these systems is searching for engineers, technicians and installers. If you are interested, contact Alan for details.

These all-digital systems use a 9600-baud control channel (true P25) and will support radios from multiple vendors such as Motorola, M/A-Com, EF Johnson and other P25 radio manufacturers such as Kenwood and Thales, should they decide to offer radios for this band.

### Walter Reed Army Medical Center 380 MHz Trunk

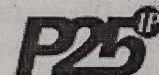
Base: 385.71250, Spacing: 0.00625; (only four channels):

385.71250 Control

385.91250 Alternate Control

386.21250 Alternate Control/Voice

386.56250 Alternate Control/Voice



So far, inputs appear to be 10 MHz higher for these systems.

###

## FAUQUIER CO. GOES TRUNKED

fauquiernews.com reports that Fauquier County's Motorola trunked system is transmitting on 867.7, 867.85, 867.925, 868.45, 868.55, 868.7125 and 868.975 from the system's five sites at Warrenton, Marshall, Culpeper, Morrisville and Linden. More details and talkgroups for the system are posted on fauquiernews.com, see:

<http://tinyurl.com/4gzj8>

Bill Weber from fauquiernews.com says 494.4375 replaced 46.5 for fire and rescue dispatch and alerting. It also simulcasts Fauquier County fire channel 11A, which is the dispatch channel for fire and rescue on the 800 MHz system. 488.9125 is the county's mobile data channel.

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## The Web Corner

by Mike Agner KA3JJZ, Links editor

Hi all. Welcome to the Web Corner. Here, from time to time, I'll try to highlight some of the recent changes Alan and I have installed on the CHM website.

Since our initial rollout, we've made some changes and updates, including the following:

. This is the season where folks like to travel and take scanners with them to keep updated on what's going on around them. From racing events, going down to the shore, and so on - lots to do, and one thing folks always seem to want to know about is batteries. So I've assembled some links for battery suppliers; they can be found on the bottom of the scanners page.

. We've also added a couple of links to the scanners page which bring up press releases for Uniden's upcoming new scanners, the BC246T and BC898T. There are also a couple of Yahoo groups that have been set up for them, and these links are also posted here. The digital trunking section has been redone and expanded so finding information there is much easier.

. NOAA recently redid its Website and changed the links to the frequency and SAME list pages. These links have been fixed on each of the regional pages.

. People doing lots of flying will appreciate that we've added links to Dave Schoenberger's sites for BWI, Dulles and Reagan National frequencies, along with the Potomac TRA-CON frequency pages. Airnav has also been installed as a link on our Intro page, in the Aviation section.

. A new Yahoo group has been set up for the Washington County area called Scan HagerstownMD. This link can be found at the bottom of the Maryland page. Please jump in and contribute where you can; this is one of several areas in the state where our knowledge and coverage is weak.

. Lindsay Blanton's trunkedradio.net site has morphed into RadioReference.com. All regional pages have been changed to reflect the new links. In most cases, registration - which is free, and painless - is required to view them.

. We also have a page devoted to fireground frequencies that are used in the state of Delaware. As these are quickly dying off, any accurate information (including freqs and PL information) is always welcome.

. Perhaps the biggest change of all is the addition of two new pages. These pages contain files for programming the new Uniden digital trunktrackers using ARC250, or the Radio Shack/GRE PRO96 using Win96. Please don't be shy about contributing files - the more files we have, the more useful these pages will become. Please send them to

alan@henney.com so they can be posted.

Our website is <http://henney.com/chm/>

It's open to all; feel free to stop in and look around.

As always, if you have links you'd like to see included on our website, don't hesitate to e-mail me at ka3jjz 'at' netscape 'dot' com.

###



Please address all correspondence to Alan. We encourage readers to submit material and write articles that relate to the hobby. All submissions are subject to editing for style and content. When submitting material please make certain we can contact you should we have any questions. We welcome frequency and visitor requests, but please include a reply envelope.

Contact: Alan Henney (alan@henney.com)  
6912 Prince George's Avenue  
Takoma Park, MD 20912-5414  
301-270-2531 (voice) / 301-270-5774 (fax)

### CHM Staff:

Dr. Willard Hardman, Executive Editor  
Mike Peyton, Technical Advisor  
Mike Agner, Links Editor  
Ken Fowler, Northern Virginia Correspondent  
Alan Henney, Editor & Treasurer

The *Capitol Hill Monitor* is the non-profit newsletter of the Capitol Hill Monitors. The newsletter keeps scanner enthusiasts abreast of local meetings, frequency profiles and other topics of interest. Dues are \$10 and include 12 issues (back issues cost \$1 each). Kindly make checks payable to Alan Henney. Membership will be prorated accordingly in the event of a postage increase.

### Join Local Scanner Enthusiasts On-Line!

We encourage computer users to take part in discussions on Frank Carson's Open Channel computer BBS (301-203-8478) or subscribe to the Scan-DC e-mail list by visiting:  
<http://mailman.qth.net/mailman/listinfo/scan-dc>

### Visit Mike Agner's Scanner Links Page:

<http://henney.com/chm/links>

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The Capitol Hill Monitor  
c/o Alan Henney  
6912 Prince George's Avenue  
Takoma Park, MD 20912-5414

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**NEXT ISSUE:**

CHM's 2005 Inaugural Special

Please send or e-mail us your 2005  
inaugural articles or story ideas!

**CHM GOES PAPERLESS!**

The *Capitol Hill Monitor* newsletter is in the process of converting to electronic distribution. "Snail mail" distribution will continue for the time being at the current cost of \$10 for 12 issues (**please do not send more than \$10!**). Since the newsletter is provided at cost, the online version is available for free. To receive the online version, please send an e-mail to [alan@henney.com](mailto:alan@henney.com). When the next issue is available, you will receive an e-mail with a link and list of topics for that issue. We welcome your input, suggestions and article submissions.

